

2.2.6 Vine Street

Intersection delay studies were conducted at five (5) signalized intersections along this corridor. Table 21 summarizes the results of both the “before” and “after” intersection delay studies. Delay and LOS are reported for the overall intersection as well as for each individual approach for each of the three peak time periods. Delay study computations for each intersection are provided in Appendix B.

In general, study intersections along this corridor decreased in overall intersection delay during most time periods. Overall intersection delay decreased during all three time periods at the intersection of 33rd Street/Vine Street. “After” studies also indicate all study intersections operate at LOS ‘C’ or better, with the exception of 14th Street/Vine Street during the Midday time period. However, high intersection delay at the intersection of 14th Street/Vine Street during this time period is due primarily to the high volume of pedestrians crossing the intersection. Therefore, the amount of delay experienced by motorists at this intersection is affected by vehicle/pedestrian conflicts and not by high vehicle volumes and traffic signal timings. While conducting the intersection delay studies, general observations indicate that oftentimes, pedestrians do not obey the pedestrian signal indications nor do all pedestrians cross at the marked crosswalks that are provided. Both of these conditions result in additional delays to vehicular traffic and the potential for vehicle/pedestrian accidents.

Dual intersection delay studies were conducted at the intersection of 33rd Street/Vine Street for both the “before” and “after” scenarios to determine the variability in delay resulting from collecting data on different days. Variability between the delay studies conducted on different days for both the “before” and “after” scenarios was less than four seconds of stopped delay per vehicle.